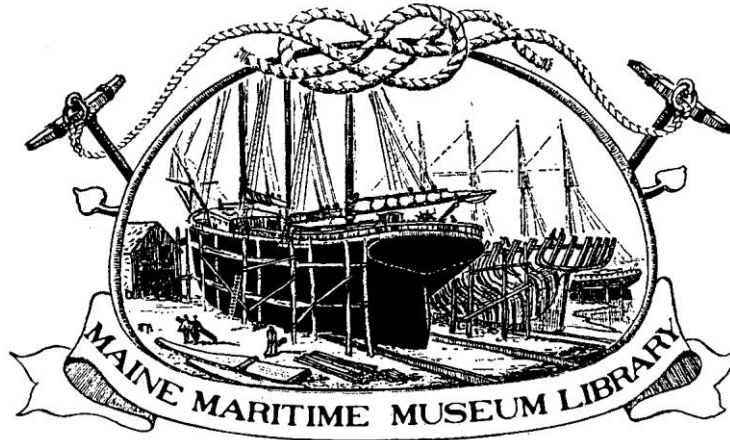


**Maine Maritime Museum Library  
243 Washington Street  
Bath, Maine 04530-1638  
(207) 443-1316, ext. 328, 336**



**Inventory  
for  
Manuscript Collection  
MS-499**

**Capt. Samuel Watts II Papers  
Inclusive dates: 1876-1898  
Bulk dates: 1879-1895**

**by  
Anastasia S. Weigle  
and Nathan R. Lipfert**

2009, rewritten 2018

Shelf feet: 1.5  
Number of boxes: 3

Accession # 2006.087.01

**A PART OF THE CAPTAIN W. J. LEWIS PARKER BEQUEST**

## **COPYRIGHT RESTRICTION**

The material described herein is the physical property of the Maine Maritime Museum Library. **Literary rights, including copyright, belong to the authors or the various items, or to their legal representatives, or to Maine Maritime Museum.** For further information, consult the library staff.

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted materials.

Under certain conditions specified in the law, libraries and archives are authorized to furnish a photocopy or other reproduction. One of these specified conditions is that the photocopy or reproduction is not to be *“used for any purpose other than private study, scholarship or research.”* If a user later uses a photocopy or reproduction for purposes in excess of “fair use,” that user may be liable for copyright infringement.

This institution reserves the right to refuse to accept a copying order if fulfillment of the order is judged to be in violation of copyright law.

It is the user’s responsibility to understand the copyright law concerning the use of the historical documents contained in this library.

**Copyright © 2018 by the Maine Maritime Museum**

No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form, or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior permission of the Maine Maritime Museum Library.

## ABSTRACT

### **Watts, Samuel, (II), *Captain* (1812-1900)**

**Captain Samuel Watts Papers**, 1876-1898 (bulk 1879-1895)

3 boxes (1.5 shelf feet)

Shipbuilder and ship owner of Thomaston (ME).

Papers of various vessels including the *Grace Bradley* (Three-mast schooner), *Martha T. Thomas* (Three-mast schooner) and *Nelson Bartlett* (Three-mast schooner). Papers include ownership papers, correspondence, invoices, charter parties, financial accounts, insurance records, and other documents.

Bequeathed by Capt. William J. L. Parker in 2006.

Ms-499, Accession #2006.087.01

Finding aid in repository; folder level control.

#### **Added entries—persons:**

Watts, Alfred, *Captain*

Watts, Samuel (II), *Captain*

Watts, Joseph W., *Captain*

#### **Added entries—places:**

Thomaston (ME)

#### **Added entries—corporate bodies (including vessels)**

*Grace Bradley* (Three-mast schooner)

*Martha T. Thomas* (Three-mast schooner)

*Mary A. Power* (Three-mast schooner)

*Nelson Bartlett* (Three-mast schooner)

Samuel Watts & Co.

#### **Added entries—key terms:**

Coastwise shipping

Shipbuilding—Thomaston (ME)

Schooners

Ship brokers

Ship captains

Shipping

Ships—Owners

## ACQUISITION

This collection was bequeathed to Maine Maritime Museum from the estate of Capt. William J. L. Parker in November and December 2006.

## PROVENANCE

Captain W. J. Lewis Parker was an extremely knowledgeable collector and an expert on North American schooners. He picked up many parts of his collection of maritime papers by purchased from dealers, auctions, and estate sales, and by gifts from relatives of maritime figures. There is no documentation in Capt. Parker's papers that would indicate how or where he acquired this collection. These papers were found in Captain Parker's study with other similar items, and were part of his maritime library which he bequeathed to Maine Maritime Museum.

Some notes that were found with these papers appear to have been made in later years by Captain Parker. They have been filed with the Supporting Documents.

## RESTRICTIONS

There are no restrictions on the use of these materials for study or research. Researchers should ask permission to obtain copies and for publication of any sort..

## PHYSICAL CONDITION

There is the normal surface dirt and minor tears. Some documents are in fine tissue paper and should be handled with care. Overall, the papers of Capt. Samuel Watts II are in good condition.

## BIOGRAPHICAL NOTES

**Capt. Samuel Watts (II)** was born in St. George, Maine, the ninth child of Captain Joseph Watts and Sarah (Stone) Watts. He was named after his grandfather, Captain Samuel Watts (I). He went to work at 15 and began his seafaring career at 19, shipping as cook in the brig *Pensacola*.

“Within four years he was master of Edward Obrien's new brig *Hector*, which he sailed for 15 months, finally losing her on Gay Head. Then he took the brig *Ann Maria* for J. B. Counce, and went from her to O'Brien's new *Jefferson* for two years. During the '40s he took a succession of new O'Brien brigs and barks from the stocks: *Monroe*, *Clarissa*,

*Elliot, Franklin, and Pario*. Then he had the brig *McMain*, ship *James Nesmith*, ship *Franklin King*, and the new Damariscotta-built *Western Empire*.”

He became a partner in the shipbuilding and shipowning firm of O’Brien, Watts & Co., comprised of himself, noted Thomaston shipbuilder and owner Edward O’Brien, and William C. Burgess. Samuel Watts left the sea in 1851 to devote his attention to these shipyard and ship managing activities. After building two ships with O’Brien, Watts and O’Brien both withdrew from the partnership in 1855 to continue building on their own. Between that time and 1887, Watts produced 41 vessels: 24 full-rigged ships, one bark, 14 three-mast schooners, and two four-mast schooners. He became the managing owner of each of these, owning a share that varied from 1/16<sup>th</sup> to 5/8ths. He also served as managing owner or agent for a number of other vessels. Watts worked with a number of associates and master builders. His younger brother **Captain Alfred Watts** (1816-1882) retired from the sea in the 1860s to manage the shipyard until his death in 1882.

“Samuel Watts owned a yard on the St. George River at Thomaston, but at times, when building was brisk, would lease another site. The usual method of building was for S. Watts & Co. to enter into a contract with the master builder to turn out a vessel of a given model and size, to class with Bureau Veritas, at a price agreed on per ton, builders’ measurement, for hull and spars. Separate contracts were made with riggers, sailmakers, etc., and stores, boats, cabin furnishings, and sundry articles purchased to fit the vessel for sea. Meanwhile prospective part-owners were found, and the various shares to be distributed were agreed upon.”

“Captain Samuel Watts married Clarissa Mills. They had no sons who grew up, but raised three daughters. One, Mary Jane, sometimes helped her father with his accounts, and died at Thomaston at 98. Sarah married Capt. John B. Emerson of Boothbay, who took her as a bride in 1867 on a voyage to Yokohama in the ship *Valley Forge* [not a Watts ship]. She became ill on the outward passage and they returned to San Francisco by steamer, but she died at Oakland in 1868. The third daughter, Emma, married Charles W. Lewis, a lumber merchant of Boston. Their son, Samuel Watts Lewis, has furnished much of the information in this account.”

After the death of his brother Alfred in 1882, Samuel built one more square-rigger, the *R. D. Rice*, which turned out to be the last full-rigged ship built in Thomaston. He is also credited with six big schooners after Alfred’s death. The Watts shipyard was taken over by Washburn Brothers.

“Samuel Watts moved his residence to Boston in the early 1880s, but kept his Thomaston house for a summer place. On his retirement in 1897, Baring Bros. [bank] wrote: ‘We sincerely regret that your account, which is one of the oldest of our New England names, should be closed.’ Captain Watts died at Boston in 1900.”

Sources: William A. Fairburn, *Merchant Sail*, Vol. V, pp. 3389-90; Cyrus Eaton, *History of Thomaston, Rockland, and South Thomaston, Maine*, Vol. 2, pp. 451-452; and John

Lyman's *Log Chips*, Vol. Two, Number Three and Number Four, November 1950 and January 1951, pp. 25-27, 38. Quotes are from Lyman.

**Captain Joseph W. Watts**, author of letters and accounts in this collection, was probably a relative, and we wish he had opened his letters with something other than "Dear Sir" and closed them with something more revealing than "Your Truly." He was possibly the son of Samuel's brother Joseph, born in 1851, living in St. George.

**Three-mast schooner *Grace Bradley*** was built by Samuel Watts at Thomaston in 1873. She measured 557 gross tons, length 136 feet, and had a medium model with a half-poop. Watts evidently turned her over to Washburn Bros. management, and she was abandoned in September 1897.

**Three-mast schooner *Martha T. Thomas*** was built by Washburn Brothers at Thomaston in June 1891. She measured 790 gross tons, length 174.3 feet. Her managing owner was listed as C.H. Washburn. She is dropped from the listings after 1903.

**Three-mast schooner *Mary A. Power*** was built by Samuel Watts at Thomaston in October 1872. She measured 497 gross tons, length 132 feet, and had a full model with a half poop and two bowports. Watts transferred her to Boston owners Cousins & Pratt around 1890; she is last listed in the 1892 *List of Merchant Vessels of the U.S.*

**Three-mast schooner *Nelson Bartlett*** was built in 1881 by Samuel Watts at Thomaston. She measured 670 gross tons, length 154.8 feet. Samuel Watts transferred her ownership to Parsons, Barnes & Pendleton of Thomaston about 1896. After some damage at Pensacola in 1899 she was converted to a barge, laid up in 1903, and dropped from registry in 1907.

Vessel information from the various vessel registries, from MS-296 Frank Mason Reference Collection, and from *Log Chips*, *ibid*.

## SCOPE AND CONTENT NOTES

The Capt. Samuel Watts Papers are primarily vessel operation records for the *Grace Bradley*, *Martha T. Thomas* and *Nelson Bartlett*. There are two receipts for the vessel *Mary A. Power*. Contents include ownership and insurance papers, correspondence, invoices and receipts for port expenses, statements and protest papers.

Correspondence is from various shipbrokers and vessel captains, incoming to Capt Samuel Watts. The brokers include Chadwick & Potter, Eising & Halldt, Glidden & Bridge, James Bliss & Co., Snow & Burgess and Washburn Brothers. Other correspondence is from the captains of ships Samuel Watts owned or managed.

## PROCESSING NOTES

The papers were grouped by vessels' names. The organization within each vessel's records is as follows:

- Ownership

- Insurance

- Construction accounts

- Accounts

  - Summary

  - General Invoices, bills and receipts (by geographic location as well as chronologically, except for schooner *Nelson Bartlett* which was sorted purely chronologically)

  - Charter parties

  - Freight & cargo

  - Crew including portage accounts

  - List of stores on board

  - Protest and general average papers

Some notes found with the collection may have been made in later years by Capt. W.J. Lewis Parker. They are filed with the Supporting Documents.

## ORGANIZATION OF SERIES

### MS-499 Captain Samuel Watts Papers (1876-1898)

#### SERIES I. VESSELS

*Series IA. Grace Bradley (Three-mast schooner) 1876-94*

*Series IB. Martha T. Thomas (Three-mast schooner) 1891-98*

*Series IC. Mary A. Power (Three-mast schooner) 1881*

*Series ID. Nelson Bartlett (Three-mast schooner) 1881-1895*

## CONTAINER LIST

### MS-499 CAPTAIN SAMUEL WATTS PAPERS

#### SERIES I. VESSEL PAPERS

##### *Subseries IA. Grace Bradley (Three-mast schooner)*

Box	Folder	
1	1	Ownership, n.d.
	2	Registrations, 1889, 1891, 1893
	3	Insurance, 1888-89
	4	Correspondence—General, 1879-1894
		Correspondence
	5	Chadwick & Potter, 1893-94
	6	Eissing & Haldt 1891-1894
	7	Glidden & Bridge 1891
	8	James Bliss & Co., 1886, 1890-93
	9	Snow & Burgess, 1890-92
	10	Washburn Bros., 1891, 1894
		Correspondence, Masters
	11	Capt. S. G. Hupper, 1880-81
	12	Capt. Wm. H. Smith, 1889
	13	1890
	14	1891
	15	Capt. J. W. McIntyre, 1885-86, 1890
	16	Capt. F. B. Barter, 1891
	17	1892
	18	1893
	19	1894
	20	Accounts summaries—General, 1884, 1886, 1889
		Accounts summaries—Businesses
	21	Snow & Burgess, 1876-1892
		Accounts summaries—Masters
	22	Capt. F. B. Barter, n.d., 1891-93
	23	Capt. J. W. McIntyre, 1885-88
	24	Capt. Wm. H. Smith, 1888
	25	Capt. Samuel Watts, 1885-87
		Accounts—General
2	1	Boston, June 1879
	2	Savannah, Aug. 1879
	3	Boston, Aug.-Sept. 1879
	4	Rockland, Sept. 1879
	5	Thomaston, Sept.-Oct. 1879



***Subseries IA. Grace Bradley (Three-mast schooner) continued***

<b>Box</b>	<b>Folder</b>	
2	6	Boston, Sept.-Oct. 1880
	7	Boston, Jan.-March 1884
	8	East Boston, Sept. 1884
	9	Boston, Nov. 1885
	10	Norfolk, VA – Dec. 1885
	11	Philadelphia, Mar. 1887
	12	Thomaston, Aug.-Sept. 1887
	13	Thomaston, Jan. 1888
	14	New York, Feb. 1888
	15	Portland, Jul.-Sept. 1889
	16	Thomaston, Aug. 1890
	17	New York, Mar. 1891
	18	Philadelphia, Apr. 1891
	19	Rockland, Aug 1891
	20	Thomaston, Aug. 1891
	21	Boston, Sept. 1891
	22	New York, Nov. 1891
	23	New York, Jan. 1892, Mar-Apr. 1892
	24	Boston, May 1892
	25	Portland, Aug. 1892
	26	Boston, Sept.-Oct. 1892, Dec. 1892
	27	Philadelphia, Dec. 1892
	28	Thomaston, Oct. 1893
	29	New York, Oct. 1893
	30	Boston, Nov. 1893
	31	New York, Jan. 1894
	32	Boston, Mar. 1894
	33	Thomaston, Apr. 1894
	34	Somerville, May 1894
	35	Boston, June 1894
	36	Charter Parties, 1882, 1884
	37	Freight & Cargoes, 1884, 1889
	38	Crew—Wages, 1885
	39	List of stores on board, n.d.
	40	Protest—Release of Claim against tug <b>Hudson</b> , n.d
	41	Protest—General Average for damaged rudder, 1886-87
	42	Protest—General Average, Survey, Loss of Cargo, 1888

***Subseries IB. Martha T. Thomas (Three-mast schooner)***

**Box    Folder**

- 2      43      Ownership, 1895  
      44      Insurance, 1891-98  
      45      Correspondence—General, 1891-96  
            Correspondence—Business  
      46      Snow & Burgess, 1891-92  
      47      Washburn & Bros., 1891-98  
            Correspondence—Masters  
      48      Capt. Wm. H. Smith, 1891-94  
      49      Capt. Joseph W. Watts, 1895-1898

***Subseries IC. Mary A. Power (Three-mast schooner)***

- 50      Receipts, 1881

***Subseries ID. Nelson Bartlett (Three-mast schooner)***

- 3      1      Ownership, 1888  
      2      Registrations, 1881, 1889  
      3      Insurance, 1893-95  
      4      Construction accounts, 1881  
      5      Correspondence—General, 1893-96  
            Correspondence—Businesses  
      6      C. S. Glidden & Co., 1893-95  
      7      Chadwick & Potter, 1895  
      8      Fred L. Clayton & Co., 1889-94  
      9      Jas. A Chadbourn & Co, 1889-94  
     10      Snow & Burgess, 1889-93  
            Correspondence—Masters  
     11      Capt. Joseph W. Watts, 1885  
     12      1888-89  
     13      1890  
     14      1891  
     15      1892  
     16      1893  
     17      1894  
     18      1895  
     19      Accounts summaries—General, 1884, 1887, 1895  
            Account summaries  
     20      Snow & Burgess, 1884, 1890-93  
     21      Capt. Joseph W. Watts, 1887-90

***Subseries ID. Nelson Bartlett (Three-mast schooner) continued***

**Box    Folder**

		Account summaries
3	22	Capt. Joseph W. Watts, 1891-94
		Accounts—General
	23	Bills, invoices, receipts, 1884-86
	24	Bills, invoices, receipts, 1887-90
	25	Bills, invoices, receipts, 1891-93
	26	Bills, invoices, receipts, 1894-95
	27	Protest, 1890, Cargo (sugar) damaged—1890

**APPENDIX A**  
**MS-499: CAPTAIN SAMUEL WATTS PAPERS**  
*Shipbuilder and owner, Thomaston, Maine*

**Index of Vessels**

<b>NAME OF VESSEL</b>	<b>BOX/FOLDER</b>
A. G. Ropes	1/9
A. L. Henderson	3/14
Alameda	1/9
Andelana	1/9
Anna Pendleton	1/6
Belle Higgins	1/15
Benj. C. Frith	3/18
Charles L. Davenport	3/10; 3/14; 3/17
Cyrus Wakefield	1/9
D. H. Rivers	1/5
Ebb Southern	3/11
Elbridge Souther	1/5; 1/6; 1/7; 1/9; 3/5; 3/8; 3/11; 3/14; 3/16; 3/17
Eleanor W. Williams	3/17
Emily Natham	1/6
Frank W. Howe	3/14
Grace Bradley	3/10; 3/17
Helen L. Martin	1/9
Henry J. Smith	3/17
Henry Souther	1/5; 1/6; 1/8; 1/14; 3/6; 3/8; 3/11; 3/13; 3/16
J. B. Jordan	3/14
J. B. Shurman	1/9
J. B. Thomas	1/9; 3/10; 3/14
James A. Garfield	1/16
Jas. Nesmith	1/9
Jose Cook	1/6
Jos. Souther	3/11
Lauther	3/5
Martha T. Thomas	1/9; 3/6; 3/10; 3/14
Mary O'Neal	3/11
Mary Sprague	3/11
Minnie Smith	1/9
Nelson Bartlett	1/4; 1/9; 3/16; 3/17
Olive Picker	3/17
Phineas Sprague	3/16
R. D. Rice	1/4; 1/9; 3/9
R. D. Spear	1/6
S. Hupper	3/11
St. Francies	3/10
Standard	1/9
W. H. Lermond	1/10
Yorktown	1/9

**APPENDIX B**  
**MS-499: CAPTAIN SAMUEL WATTS PAPERS**  
*Shipbuilder and owner, Thomaston, Maine*

•  
**Index of Masters**

<b>NAME OF SHIPMASTERS</b>	<b>BOX/FOLDER</b>
Belam, Capt.	3/14
Biskmore, Capt.	3/14
Chadwick, Capt.	3/16; 3/17
Colcord, Capt.	1/5
Cosgrove, Capt.	3/5
Dodge, Capt. Frank	3/18
Feyler, Capt.	1/9; 1/14; 3/14
Frances, Capt.	3/18
Hall, Capt. Jack	3/17
Harthorn, Capt.	3/6; 3/18
Hupper, Capt.	1/4; 1/8; 1/9
Hyler, Capt.	1/9
Joseph, Capt.	3/6
Keene, Capt. Wm. G.	1/5; 1/6; 1/8; 3/5; 3/16; 3/18
Lermond, Capt. J.	1/9; 1/14
Marshall, Capt.	1/11
Mehan, Capt.	1/4; 1/8
Seavey, Capt. Seenvard	1/5; 1/9; 1/14; 3/14; 3/16
Strong, Capt. Allen	3/14; 3/17
Turner, Capt.	1/13; 1/15
Watts, Capt. Joseph	3/7; 3/12
Wiley, Capt. Ichabod	3/5
Wiley, Capt. Walt	3/14